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226984

Cynthia T. Brown
Section Chief, Office of Proceedings
Section of Administration
Surface Transportation Board
Room 1034
395 E Street, S.W.
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings

MAY - 7 2010

Part of
Public Record

Re: STB Docket No. MC-F-21023

Dear Ms. Brown:

Enclosed please find the original and ten (10) copies of the notice of Substitution of Participant in Approved Pooling Agreement. In the above-styled proceeding, the Surface Transportation Board in its Decision, served on January 31, 2008, approved the pooling application of Averitt Express, Inc., DATS Trucking, Inc., Lakeville Motor Express, Inc., Land Air Express of New England, Pitt Ohio Express, LLC, Canadian Freightways, and Epic Express, filed pursuant to 49 U.S.C. 14302. The Surface Transportation Board (STB) has retained jurisdiction over the approved pooling arrangement should the submission of additional information be required.

The purpose of this submission is to advise the STB that DATS Trucking, Inc. has voluntarily withdrawn from the pooling arrangement, and that Peninsula Truck Lines, Inc., of Seattle, WA, and Mountain Valley Express, Inc., of Manteca, CA will become signatories to the approved pooling agreement, and will provide the services in the territory formerly served by DATS Trucking, Inc. under the pooling arrangement. As set forth in the notice, Both Peninsula Truck Lines, Inc. and Mountain Valley Express, Inc. hold appropriate operating authority, have satisfactory safety ratings from the Federal Motor Carrier Safety Administration, and are fully capable of meeting the requirements of the approved pooling Agreement.

Should the Surface Transportation Board require any additional information please do not hesitate to contact me.

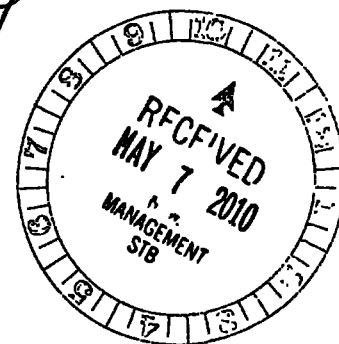
Respectfully submitted,

John R. Bagileo

John R. Bagileo
Counsel for the Participating
Motor Carriers

ORIGINAL

226984



BEFORE THE
SURFACE TRANSPORTATION BOARD

STB DOCKET NO. MC-F-21023

AVERITT EXPRESS, INC., DATS TRUCKING, INC., LAKEVILLE MOTOR
EXPRESS, INC., LAND AIR EXPRESS OF NEW ENGLAND, PITT OHIO
EXPRESS, LLC, CANADIAN FREIGHTWAYS, AND EPIC EXPRESS-
POOLING AGREEMENT

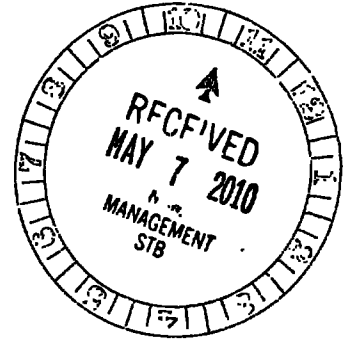
SUBSTITUTION OF PARTICIPANT
IN APPROVED POOLING ARRANGEMENT

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Dated: May 7, 2010

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



STB DOCKET NO. MC-F-21023

**AVERITT EXPRESS, INC., DATS TRUCKING, INC., LAKEVILLE MOTOR
EXPRESS, INC., LAND AIR EXPRESS OF NEW ENGLAND, PITT OHIO
EXPRESS, LLC, CANADIAN FREIGHTWAYS, AND EPIC EXPRESS-
POOLING AGREEMENT**

**SUBSTITUTION OF PARTICIPANT
IN APPROVED POOLING ARRANGEMENT**

In its Decision served on January 31, 2008, the Surface Transportation Board (STB), finding that the proposed pooling agreement between the participating motor carriers was not of major transportation importance and would not unduly restrain competition, approved that arrangement. Notice is hereby provided to the STB that DATS Trucking, Inc. (DATS), of St. George, UT, one of the original motor carrier participants in the approved pooling arrangement, known as the Reliance Network, has voluntarily withdrawn from the pooling agreement. DATS provided services within the Reliance Network in its operating territories within the Western United States, which included Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Utah, and Washington. The Reliance Network proposes to add Peninsula Truck Lines, Inc., of Seattle, WA, and Mountain Valley Express Co., Inc., of Manteca, CA, to provide motor carrier transportation services to the territory formerly served by DATS within the Reliance Network.

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Both Peninsula Truck Lines, Inc. (Peninsula) and Mountain Valley Express Co., Inc. (MVE) are certificated motor carriers conducting less-than truckload operations in interstate commerce. Copies of their respective, extant operating authorities are appended hereto. Peninsula primarily will be responsible for providing Reliance Network transportation services in the States of Idaho, Oregon and Washington. MVE will conduct its Reliance Network operations in the States of Arizona, California, Colorado, Nevada, New Mexico, and Utah. As indicated those operations would cover that formerly conducted by DATS. Both Peninsula and MVE have satisfactory safety ratings from the U.S. Department of Transportation.

Peninsula and MVE are familiar with the terms and conditions of the Reliance Network's approved pooling agreement, would become signatories thereto, and are capable of meeting the obligations and requirements of that pooling arrangement. Both are small regional motor carriers. Peninsula began its transportation operations in 1951, and, presently, has 14 service centers located in Idaho, Oregon, and Washington. Its fleet consists of 185 tractors, 651 trailers, and 11 straight trucks. Its vehicles are all equipped with GPS tracking, dispatching and messaging, and it has company-wide integration of Nextel for instant, two-way communications between the company's drivers, dispatchers, and customer service. Peninsula employs state-of-the-art technologies, including computerized dispatch, delivery and tracking systems, auto-rating of bills, customized reports, electronic data interchange (EDI) reports, and shipment status e-mails, which are consistent with the transportation requirements of the Reliance Network. Its annual revenue is about \$30 million.

MVE is a family-owned company which has provided transportation services since 1976. It conducts direct, less-than-truckload motor carrier services to Arizona, California, and Nevada on

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an overnight and second day basis. It has primary service centers located at Phoenix, AZ; Manteca, Visalia, Santa Maria, Paramount, and Chino, CA; and Las Vegas and Reno/Sparks, NV. Auxiliary service centers are also located at Sacramento, Gilroy, and San Diego, CA; and in Oregon, and Washington. MVE operates some 151 tractors and 263 trailers, and has 38 persons employed at its corporate office and service centers. Its annual revenue is about 30 million dollars.

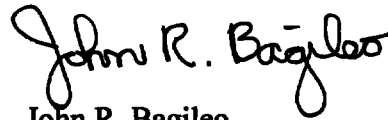
MVE utilizes a wide variety of advanced computer hardware, software, and communications technology that provides a free flow of information within the company and to its customers. MVE has timely document imaging for bills of lading and proof of delivery, and its enhanced website facilitates shipment tracking, pickup request entry, bill of lading entry, service time, document viewing, rate quotes, document viewing, and other functions. It also has routing GPS software to efficiently transport freight within its service areas. Further, driver communication is through the Sprint Nextel network utilizing a two-way connection.

The additions of Peninsula Truck Lines, Inc. and Mountain Valley Express Co., Inc. to replace DATS Trucking, Inc. will enable the Reliance Network to continue to provide the quality and quantity of service contemplated in its approved pooling agreement. Both Peninsula and MVE have long conducted successful trucking operations in their respective territories. Their technology capabilities are compatible with those of the other participating motor carriers in the Reliance Network, and will ensure the responsive customer service that is the objective of this pooling arrangement. The addition of those motor carriers is essential to providing the territorial coverage necessary to implement the nationwide network of competitive transportation services responsive to the needs of the participating motor carriers' customers located throughout

the United States.

As concluded in the STB's January 31, 2008 Decision, the approved pooling agreement does not present an issue of major transportation importance, and that there is not a substantial likelihood that it would unduly restrain competition. The addition of Peninsula Truck Lines, Inc. and Mountain Valley Express Co., Inc. would merely enable the Reliance Network to continue to conduct the pooling operations as originally approved by the Surface Transportation Board. Therefore, in accord with the STB's retention of jurisdiction in this matter, this change in the motor carriers participating in the approved pooling agreement is not of such nature to require the submission of additional information regarding the transaction.

Respectfully submitted,

A handwritten signature in black ink that reads "John R. Bagileo". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John R. Bagileo
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Dated: May 7, 2010

NOV 28 1994

PM-26
(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE*

SERVICE DATE

NOV 25 1994

No. MC-113165 (Sub-No. 16)

PENINSULA TRUCK LINES, INC.
SEATTLE, WA

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

VERNON A. WILLIAMS
Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting:

PART A

General commodities (except classes A and B explosives, household goods, and commodities in bulk), between points in WA, OR, CA, NV, ID, MT, WY, UT, AZ, NM, and CO.

PART B

General commodities (except classes A and B explosives), between points in OR and WA.

PART C

General commodities (except classes A and B explosives), between points in Multnomah, WA, and Clackamas Counties, OR, and Clark County, WA, on the one hand, and, on the other, points in OR and WA.

*This Certificate cancels Certificate Nos. MC-191214, issued June 13, 1986, and MC-191214 (Sub-No. 6), issued July 9, 1991, acquired pursuant to MCF-20571.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE
April 30, 2010

CERTIFICATE
MC-147640-C
MOUNTAIN VALLEY EXPRESS CO., INC
MANTECA, CA

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier of property (except household goods) by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 387) and the designation of agents upon whom process may be served (49 CFR 366). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

A handwritten signature in black ink, appearing to read "Jeffrey L. Secretst".

Jeffrey L. Secretst, Chief
Information Technology Operations Division

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

CMO